

Montreal, July 1st, 1879.

RULE 1.—Each road is to deliver the cars to connecting roads in good running order, with journals, boxes and bearings in good condition, as defined by the following rules:

RULE 2.—Each road may maintain an inspector at junction stations, and refuse cars unless they are in good running order.

RULE 3.—Cars may be refused for any of the following defects:

- a. Wheels cracked or broken.
- b. Flat spots on wheels exceeding $2\frac{1}{2}$ in. in diameter.
- c. Flanges with flat vertical surfaces extending over $\frac{1}{2}$ in. from tread of wheel.
- d. Flanges less than 1 in. thick.
- e. Wheels chipped on the tread to a depth of more than $\frac{1}{2}$ in., or leaving the tread less than $3\frac{1}{2}$ in.
- f. Axle journals cut, or less than $2\frac{3}{4}$ in. in diameter.
- g. Brakes not in efficient condition.
- h. Brake wheels, steps, ladders or running-boards not securely fastened or in bad condition.
- i. Drawbars or attachments in bad order.
- j. Leaky roofs on merchandise or grain cars.
- k. Spliced draw-sills or draw-timbers.
- l. Intermediate timbers or outside sills spliced in a manner not provided for in the rules.
- m. The general condition of cars considered unsafe to move in heavy trains.

RULE 4.—In order to give dispatch to the movement of cars, the inspection by the receiving road and the repairs by the road offering the car shall be promptly made.

RULE 5.—In case a car has defects which do not render it unsafe to run, the inspectors may note such defects, and accept the car, subject to being received back in the same condition.

RULE 6.—In such case a card $4\frac{1}{2}$ by 6 $\frac{1}{2}$ in., in the form shown below, may be affixed under the body of the car, for guidance of other inspectors, preferably on the outside of the intermediate sill, near the centre of car, stating the defects with which the car will be received back.

GRAND TRUNK RAILWAY OF CANADA.

Car No..... Date.....
Initial..... Line.....
Delivered to..... Railway at..... Station
Will be received at.....
with the following defect :

.....
.....
Signature.....

RULE 7.—In case the receiving and delivering inspectors disagree as to the condition of a car the case is to be immediately referred to their superior officers.

RULE 8.—Every effort shall be made to cause the least possible hindrance to the dispatch of traffic, in the inspection of cars and the settlement of any disagreements arising thereunder.

RULE 9.—Each road shall give to foreign cars, while on its line, the same care as to *repairs, oiling and packing* that it gives to its own cars, and shall return them in as good general condition as they were when received. If this be not done, the car may be refused upon its return, until it is repaired, or until the company which has used it agrees to pay the expense necessary to restore it to such general condition.

RULE 10.—Wheels and axles used to replace those broken or worn out under fair usage will be charged to the company owning the truck.

Wheels with flat spots exceeding $2\frac{1}{2}$ in. in length or diameter, or flanges with flat vertical surface extending more than $\frac{1}{2}$ of an inch from the tread of wheel, or less than one inch thick shall be considered as worn out.

Wheels flattened by sliding, or wheels having chipped treads, will not be considered as worn out under fair usage, and such wheels shall be replaced by the company sliding or chipping them, at their own expense. *The condition of each wheel removed must be noted on the bill.*

RULE 11.—Prices for wheels and axles furnished shall be as follows :

One new 36 inch wheel (less old) on same axle.....	\$12.00
Two ⁴⁸ / ₄₈ " " " " " "	23.00
One ⁴⁸ / ₄₈ 33-inch " " " "	9.00
Two ⁴⁸ / ₄₈ " " " " " "	17.00
One ⁴⁸ / ₄₈ 30 inch " " " "	7.00
Two ⁴⁸ / ₄₈ " " " " " "	13.00
One axle turned and fitted (less old)	8.00
Second-hand wheels (less old) per wheel or per pair	2.00
Loose wheels re-fitted on second-hand axle, or per pair	2.00

When only one wheel is put on an axle, it must be of the same circumference as the other wheel on the same axle.

Prick-punching the wheel seat, or shimming the wheel, will, under no circumstances, be allowed.

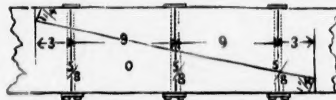
RULE 12.—One railroad company rendering a bill against another for wheels, or axles, *shall note on the bill* a full and exact description of the mode and manner of its failure, name of manufacturer, the date and all shop marks as found on such wheel or axle removed, as well as the owner, number, class and line of cars, or trucks, from under which they were taken, and date of removal. They shall mark on the inside hub on the wheel substituted the date of its application. Bills may be declined until the above information is fully furnished. If no marks or dates are found on wheels or axles removed, a notation to that effect must be stated on bill.

RULE 13.—If an accepted foreign car is injured upon a road, it shall be repaired by and at the expense of the company in possession thereof, as promptly as it repairs its own cars.

Such repairs shall be permanently and thoroughly made, and shall conform to the design in detail of the original construction (provided the same can be determined from the car itself), and with the same form, kind and quality of material originally employed.

The companies may, however, agree with each other to substitute for broken parts new standards, such as the axle-bearing and box adopted by the Master Car Builders, improved drawbars, etc.

RULE 14.—Sills broken or materially injured must be replaced by new ones of the same size and of good quality, an exception to be made of intermediate and outside sills to which the draw timbers are not attached, which if broken between bolster and end sill only, may be spliced with a "ship splice," as is here shown, of 24 inches in length, and secured by three five-eighth inch bolts, all to be done in a workmanlike manner.



RULE 15.—Any company departing from the above rules, without authority, shall be liable for the cost of changing the car again to the original standard. The car may be refused until the changes are made, or an agreement entered into to send it to the owner for such alterations, in which case proper credit shall be given for materials removed.

RULE 16.—Companies shall promptly furnish to each other, upon requisition, standard materials for the repairs of their cars injured upon foreign lines. In such cases the following prices may be charged:

a. Iron castings, $2\frac{1}{2}$ cents per pound.

b. Brass journal-bearings, 20 cents per pound.

RULE 17.—When either car trucks or bodies are destroyed on a foreign road, the owners must be notified immediately, that a settlement may be speedily effected.

The company destroying the same shall have the option either to rebuild it, or pay for the same at the established price.

If such company elects to pay for it, a deduction shall be made by the owner for the depreciation of the car, truck, or body, at the rate of 6 per cent. per annum upon the yearly depreciated value of the parts destroyed since last built. Provided, however, that such allowance shall in no case exceed 60 per cent. of the established price.

Until further revision of these rules the price of a new box-car, for settlement under this rule, shall be \$425, of which \$215 shall be for the body, and \$210 for the trucks.

RULE 18.—If the company destroying the car elects to rebuild it, *no allowance shall be made for betterment.* In such case the car, truck, or body, shall be rebuilt by and at the expense of the road destroying it upon the same plan and of the same kind and quality of materials as originally constructed, within sixty days.

The above rules were agreed to at a meeting of the Master Car Builders' Association, held at Chicago, June 11th, 1879, and have been adopted by this Company, taking effect from July 1st, 1879.

NOTE.—All claims for wheels and axles furnished to replace those broken, also for cars damaged or destroyed, should be sent to Mr. Herbert Wallis, Mechanical Superintendent, Montreal; to whom please supply reports of this company's cars damaged or destroyed on YOUR LINE.

JOSEPH HICKSON.

General Manager, Grand Trunk Railway.